THE COTTON TRANSPORT ACT, 1923 (III OF 1923).

S. 3

G. N., R. C. D., No. 3939/33-C, dated 14th March 1946 (B. G., Pt. IV-B, p. 20).

Amended by G. N., A. R. D. D., No. 1183-B, dated 29th October 1948.

Whereas it is necessary to maintain the quality and reputation of the cotton grown in the areas in the province of Bombay specified in Schedule I hereto appended (hereinafter referred to as "the Protected areas").

Now, therefore, in exercise of the powers conferred by section 3 of the Cotton Transport Act, 1923 (III of 1923), and all other powers enabling him in this behalf, the Governor of Bombay is pleased to prohibit—

(*i*) the import of cotton into the Protected areas by rail, road and river or by any one or more of such routes save under, and in accordance with the conditions of a licence prescribed in this behalf; and

(*ii*) the delivery to, and the taking of delivery by, any person, at any of the railway stations situated in the Protected areas and specified in Schedule II hereto appended, of any cotton when such cotton has been consigned from a railway station not situated in the Protected areas, unless such person holds the prescribed licence for the import by rail of cotton into the Protected areas.

SCHEDULE I.

Protected Areas.

The Khandesh Cotton Tract consisting of (*i*) the whole of the East Khandesh district; (*ii*) the West Khandesh district excluding the talukas of Nandurbar and Taloda and Nawapur Peta; and (*iii*) the talukas of Baglan, Nandgaon and Malegaon in the Nasik district and lying within the following boundaries, namely :—

On the North.—The boundaries of the Satpura hills, Holkar State territory and Barwani State.

On the West.—The boundaries of the Nandurbar and Taloda talukas, Nawapur peta, Dang States, and Kalwan and Chandor talukas of the Nasik district.

On the South.—The boundaries of the Chandor and Yeola talukas and Nizam's territory.

On the East.—The boundaries of the Nemar district of the Central Provinces and of Berar.

SCHEDULE II.

The Railway Stations in the protected areas.

(1) (Waghoda) Khanapur Manmad Section of the G. I. P. Railway :—

(1) Waghoda.
(2) Raver.
(3) Nimbhora.
(4) Savada.
(5) Duskeda.
(6) Bhusawal.
(7) Bhadli.
(8) Jalgaon.
(9) Shirsoli.
(10) Mhaswad.
(11) Maheji.
(12) Pardhada.
(13) Pachora.
(14) Galen.
(15) Nagardeola.
(16) Kajgaon.
(17) Wagali.
(18) Chalisgaon.
(19) Hirapur.
(20) Rohini.
(21) Naydongri.
(22) Pimparkhed.
(23) Nandgaon.
(24) Panjhan (Flag St.).
(25) Hiswahal.
(26) Manmad.

(2) Bhusawal, Viramgaon, Bodwad Section of the G. I. P. Railway :—

(1) Bhusawal.
(2) Varangaon.
(3) Bodwad (Nandgaon).
(4) Khamkhed.

(3) Pachora Jamner Section of the Pachora Jamner Railway :—

(1) Pachora.
(2) Varkhedi.
(3) Shendurni.
(4) Rahur.
(5) Bhagdara (Flag St.).
(6) Jamner.

(4) Chalisgaon Dhulia Section of the G. I. P. Railway :—

(1) Chalisgaon.
(2) Jamdha.
(3) Rajmane.
(4) Bhirud.
(5) Borvihir.
(6) Dhulia.

(5) Jalgaon Dondaicha Section of the B. B. & C. I. Railway :—

(1) Jalgaon.
(2) Paldhi.
(3) Chawalkhede.
(4) Erandol Road.
(5) Takarkhede.
(6) Amalner.
(7) Bhortek.
(8) Padse.
(9) Betwad.
(10) Nardana.
(11) Sindkheda.
(12) Virdel Road.
(13) Dondaicha.

3 **G. N., A. & F. D., No. 3138, dated 25th October 1951 (B. G., Pt. IV-B, p. 2781).**

Whereas it is necessary to maintain the quality and reputation of the cotton grown in the areas in the State of Bombay specified in Schedule I hereto appended (hereinafter referred to as " the protected areas ").

Now, therefore, in exercise of powers conferred by section 3 of the Cotton Transport Act, 1923 (III of 1923), and in supersession of all the previous notifications issued in this behalf, the Government of Bombay is pleased to prohibit—

(1) the import of cotton into the protected areas by rail, road, river, or sea or by any one or more of such routes, save under, and in accordance with the condition of, a licence prescribed in this behalf; and

(2) the delivery to, and the taking delivery by, any person, at any of the railway stations situated in the protected areas and specified in Schedule II hereto appended, of any cotton when such cotton has been consigned from a railway station not situated in the protected areas, unless such person holds the prescribed licence for the import by rail of cotton into the protected areas.

SCHEDULE I.

Protected Areas.

The Surat Area.—Consisting of that portion of the Surat District, Ankleshwar Taluka, Hansot Mahal and bet land (villages) of the Nerbudda River in Broach Taluka of the Broach District, Rajpipla Sub-Division of the Broach District lying south of the river Nerbudda, and Nawapur Taluka of the West Khandesh

District bounded on the west by sea, on the north by Nerbudda River up to the point where it touches the north-east corner of Rajpipla Sub-Division of Broach District, on the east by the boundary of the Taloda, Nandurbar and Pimpalner Talukas of the West Khandesh District touching the boundary of the Songadh Taluka of Surat District, thence along the eastern boundary of Bansda and Dharampur Talukas of the Surat District till it meets the Par River and on the south Par River up to the south-east corner of the Dharampur Taluka of the Surat District.

SCHEDULE II.

Railway Stations in the Protected Areas.

(1) All stations on the B. B. & C. I. Railway on the main line from Bulsar to Ankleshwar inclusive.

(2) All stations on the B. B. & C. I. Railway from Bilimora to Kalaamba inclusive.

(3) All stations on the Tapti Valley Railway from Surat to Khandbara inclusive.

(4) All stations on the B. B. &. C. I. Railway from Kosamba to Umarpada inclusive.

(5) All stations on the B. B. & C. I. Railway from Ankleshwar to Rajpipla inclusive.

(6) All stations on the Jhagadia Netrang Section of the B. B. & C. I. Railway from Jhagadia to Netrang inclusive.

G. N., A. & F. D., No. 3138 (a), dated 25th October 1951 (B. G., Pt. IV-B, p. 2782). **s. 3**

Whereas it is necessary to maintain the quality and reputation of the cotton grown in the areas in the State of Bombay specified in Schedule I hereto appended (hereinafter referred to as "the protected areas").

Now, therefore, in exercise of the powers conferred by section 3 of the Cotton Transport Act, 1923 (III of 1923), and in supersession of all the previous notifications issued in this behalf, the Government of Bombay is pleased to prohibit —

(1) the import of cotton into the protected areas by rail, road, river and sea, or by any one or more of such routes, save under and in accordance with the conditions of, a license prescribed in this behalf; and

(2) the delivery to, and the taking of delivery by, any person at any of the railway stations situated in the protected areas and specified in Schedule II hereto appended, of any cotton, when such cotton has been consigned from a railway station not situated in the protected areas, unless such person holds the prescribed licence for the import by rail of cotton into the protected areas.

SCHEDULE I.

Protected Areas.

The Nerbudda Sabarmati Zone.—Consisting of that portion of the Bombay State which lies between Nerbudda and Sabarmati Rivers with the following boundaries :—

On the South.—The Nerbudda River up to the south-east corner of Sankheda Taluka of the Baroda District where it touches river Nerbudda.

On the West.—The sea and the Sabarmati River.

On the East.—The eastern border of the Sabarkantha District, the eastern boundary of the Panch Mahal District thence along the eastern boundary of the Chhota Udepur Taluka, and Sankheda Taluka of Baroda District till it meets Nerbudda River on the south.

On the North.—The northern boundary of the Sabarkantha District.

SCHEDULE II.

Railway Stations in the Protected Areas.

(1) All stations on the B. B. & C. I. Railway on the main line from Broach to Ahmedabad inclusive.

(2) All stations on the B. B. & C. I. Railway from Broach to Kavi Bunder inclusive.

(3) All stations on the B. B. & C. I. Railway from Samni to Dahej inclusive.

(4) All stations on the B. B. & C. I. Railway from Jambusar to Dabhoi and Dabhoi to Chanod inclusive.

(5) All stations on the Dabhoi-Timba Road line of the B. B. & C. I. Railway.

(6) All stations on the B. B. & C. I. Railway from Miyagam to Chhota Udepur inclusive.

(7) All stations from Chhuchapura to Tonkhala inclusive on the B. B. & C. I. Railway.

(8) All stations on the B. B. & C. I. Railway from Miyagam to Malsar inclusive.

(9) All stations on the B. B. & C. I. Railway from Miyagam to Moti-Koral inclusive.

(10) All stations on the B. B. & C. I. Railway on the Bombay Delhi Section from Baroda to Anas inclusive.

(11) All stations on the B. B. & C. I. Railway from Champaner to Pani Mines inclusive.

(12) All stations on the B. B. & C. I. Railway from Godhra to Lunawada inclusive.

(13) All stations on the Piplod Devgadh-Baria Railway from Piplod Junction to Devgad-Baria station inclusive.

(14) All stations on the B. B. & C. I. Railway on the Anand-Godhra Section from Anand to Godhra inclusive.

(15) All stations on the B. B. & C. I. Railway on Anand-Cambay Section from Anand to Cambay inclusive.

(16) All stations on Anand-Boriavi-Vadtal-Swaminarayan Section on the B. B. & C. I. Railway from Anand to Vadtal Swaminarayan stations inclusive.

(17) All stations on the B. B. & C. I. Railway on Bhadran-Pihij Section from Bhadran to Pihij inclusive.

(18) All stations on the Nadiad-Kapadvanj Section of the B. B. & C. I. Railway from Nadiad to Kapadvanj inclusive.

(19) All stations on the Ahmedabad-Prantij-Khed Brahma Section of the B. B. & C. I. Railway from Ahmedabad to Khed Brahma inclusive.

G. N., A. & F. D., No. 3138 (b), dated 25th October 1951 (B. G., Pt. IV-B, p. 2784). **S. 3**

Whereas it is necessary to maintain the quality and reputation of the cotton grown in the areas in the State of Bombay specified in Schedule I hereto appended (hereinafter referred to as "the protected areas").

Now, therefore in exercise of powers conferred by section 3 of the Cotton Transport Act, 1923 (III of 1923), and in supersession of all the previous notifications issued in this behalf, the Government of Bombay is pleased to prohibit—

(1) the import of cotton into the protected areas by rail, road, river, or sea or by any one or more of such routes, save under, and in accordance with the condition of a licence prescribed in this behalf; and

(2) the delivery to, and the taking delivery by, any person, at any of the railway stations situated in the protected areas and specified in Schedule II hereto appended, of any cotton when such cotton has been consigned from a railway station not situated in the protected areas, unless such person holds the prescribed licence for the import by rail of cotton into the protected areas.

SCHEDULE I.

Protected Areas.

Bijapur Area—Consisting of that portion of the Bijapur District lying within the following boundaries :—

On the North.—The river Bhima,

On the South.—The river Krishna,

On the East.—The eastern boundary of Bijapur District,

On the West.—The western boundaries of Indi and Bijapur Talukas.

SCHEDULE II.

Railway Stations in the Protected Areas.

Bijapur Area.—All stations on the Hotgi-Gadag Section of the M. & S. M. Railway from Almatti to Lachyan both inclusive.

G. N., A. & F. D., No. 3138 (c), dated 25th October 1951 (B. G., Pt. IV-B, p. 2785).

Whereas it is necessary to maintain the quality and reputation of the cotton grown in the areas in the State of Bombay specified in Schedule I hereto appended (hereinafter referred to as "the protected areas").

Now, therefore, in exercise of powers conferred by section 3 of the Cotton Transport Act, 1923 (III of 1923) and in supersession of all the previous notifications issued in this behalf, the Government of Bombay is pleased to prohibit—

(1) the import of cotton into the protected areas by rail, road, river, or sea or by any one or more of such routes, save under, and in accordance with the condition of a licence prescribed in this behalf; and

(2) the delivery to, and the taking delivery by, any person, at any of the railway stations situated in the protected areas and specified in Schedule II hereto appended, of any cotton when such cotton has been consigned from a railway station not situated in the protected areas, unless such person holds the prescribed licence for the import by rail of cotton into the protected areas.

SCHEDULE I.

Protected Areas.

Bagalkot Area—Consisting of that portion of the Bijapur District lying within the following boundaries :—

On the North—The river Krishna.

On the South—The Ramdurg-Badami road, starting from Hoskeri village, but excluding the Hoskeri village, running up to Badami Railway station (excluding Badami town), then along the range of Badami hills up to village Akkargall and thence along the western and southern boundaries of Hungund Taluka.

On the East—The eastern boundary of Hungund Taluka.

On the West—The western boundaries of Bilgi Petha and the Bagalkot Taluka, and the eastern boundary of Ramdurg Taluka of Belgaum District, but including the following 24 villages of Ramdurg Taluka :—

(1) Bennur.
(2) Hiremulangi.
(3) Hire-Tadasi.
(4) Hottiholi.
(5) Idgal.
(6) Majre-Kallapur.
(7) Majre-Khanapur.
(8) Majre-Timmapur.
(9) Aniguddi.
(10) Batkurki.
(11) Channapur.
(12) Hanamapur.
(13) Kalmad.
(14) Mudkavi.
(15) Nagnur.
(15) Oblapur.
(17) Rajnal.
(18) Timmapur S. A.
(19) Umtar.
(20) Chick Mulangi.
(21) Chick-Tadasi.
(22) Hoskoti.
(23) Lingadal.
(24) Nandihal.

SCHEDULE II.

Railway Stations in the protected areas.

All stations on the Hotgi-Gadag Section of the M. & S. M. Railway from Sitimani to Badami, both inclusive.

G. N., A. & F. D., No. 3138 (d), dated 25th October 1951 (B. G., Pt. IV-B, p. 2786). S. 3

Whereas it is necessary to maintain the quality and reputation of the cotton grown in the areas in the State of Bombay specified in Schedule I hereto appended (hereinafter referred to as "the protected areas").

Now, therefore, in exercise of powers conferred by section 3 of the Cotton Transport Act, 1923 (III of 1923) and in supersession of all the previous notifications issued in this behalf, the Government of Bombay is pleased to prohibit—

(1) the import of cotton into the protected areas by rail, road, river, or sea or by any one or more of such routes, save under, and in accordance with the conditions of a licence prescribed in this behalf; and

(2) the delivery to, and the taking delivery by, any person, at any of the railway stations situated in the protected areas and specified in Schedule II hereto appended, of any cotton when such cotton has been consigned from a railway station not situated in the protected areas, unless such person holds the prescribed licence for the import by rail of cotton into the protected areas.

SCHEDULE I.

Protected Areas.

Kumta-Dharwar Area.—Consisting of that portion of the Bombay State lying within the following boundaries :—

On the North—The northern boundaries of the Ratnagiri and North Satara districts and the portion of the western and southern boundaries of the Sholapur District, excluding the Mangalwedha Taluka.

On the South—The southern boundary of the Bombay State ;

On the West—The Arabian Sea and the Portuguese territory ; and

On the East—The eastern boundaries of Jath (South Satara District), Athani (Belgaum District), Jamkhandi (Bijapur District), Mudhol (Bijapur District) and Ramdurg (Belgaum District) Talukas (excluding the 24 below noted villages of Ramdurg Taluka and including the 72 below noted villages of Badami Taluka) and the northern and eastern boundaries of the Dharwar District, and shall, more particularly consist of the Ratnagiri, North Satara, South Satara, Kolhapur, Belgaum (excluding the 24 villages of Ramdurg Taluka), Sholapur (Mangalwedha Taluka only), Dharwar and North Kanara districts and Jamkhandi and Mudhol talukas and the 72 villages of Badami Taluka of the Bijapur District.

Villages of Ramdurg Taluka.

(1) Bennur.
(2) Hiremulangi.
(3) Hire-Tadashi.
(4) Hottiholi.
(5) Idgal.
(6) Majre-Kallapur.
(7) Majre-Khanapur.
(8) Majre-Timmapur.
(9) Aniguddi.
(10) Batkurki.
(11) Channapur.
(12) Hanamapur.
(13) Kalmad.
(14) Mudkavi.
(15) Nagnur.
(16) Obla.
(17) Rajnal.
(18) Timmapur S. A.
(19) Umtar.
(20) Chick-Mulangi.
(21) Chik-Tadasi.
(22) Hoskoti.
(23) Lingadal.
(24) Nandihal.

Villages of Badami Taluka.

(1) Jalihal.
(2) Belur.
(3) Dhankashirur.
(4) Katarki.
(5) Neshivi.
(6) Navalur.
(7) Kyada.
(8) Cholachgud.
(9) Manneri.
(10) Manglur.
(11) Shirbadgi.
(12) Gudur.
(13) Mitalkod.
(14) Hosur.
(15) Gonal.
(16) Pattakal.
(17) Nadikeshwar.
(18) Gidnaiknal.
(19) Halkurki.
(20) Badami.
(21) Govankop.
(22) Beernur.
(23) Talakwad.
(24) Alur.
(25) Hagmur.
(26) Karlkop.
(27) Hire-Tadashi.
(28) Chick-Tadashi.
(29) Bennur.
(30) Chick-Mulangi.
(31) Hire-Mulangi.
(32) Lingadhal.
(33) Idagal.
(34) Vaddvatti.
(35) Kalas.
(36) Kati-Kitti.
(37) Ingalagundi.
(38) Hottiholi.
(39) Aralikatti.
(40) Lingadhal.
(41) Majre-Timmapur.
(42) Hoskeri.
(43) Kakanur.
(44) Chimmankatti.
(45) Kherkop.
(46) Kulgeri.
(47) Khanapur.
(48) Chirkop.
(49) Narsapur.
(50) Timmapur.
(51) Bankaneri.
(52) Belvalkop.

Villages of Badami Taluka—contd.

(53) Muttalgeri.
(54) Lakhamapur.
(55) Budihal.
(56) Jakanur.
(57) Niralgi.
(58) Tamminal.
(59) Yergop.
(60) Mallapur.
(61) Nagral.
(62) Nelavigi.
(63) Govanki.
(64) Jalihal.
(65) Bhadranaikan.
(66) Akkaragol.
(67) Chimalgi.
(68) Mangalgud.
(69) Upnal.
(70) Katapur.
(71) Nasagunni.
(72) Anantgiri.

SCHEDULE II.

Railway Stations in the protected areas.

Kumta-Dharwar Area.—(1) All stations of the M. & S. M. Railway from Salpa to Chelageri both inclusive on the Poona-Bangalore line.

(2) All stations from Castle-Rock on the Marmagoa line on the west to Balligudi on the Gadag-Hospet branch on the east both inclusive.

(3) All stations from Gadag to Alur inclusive on the Gadag-Hotgi Branch.

(4) All stations from Miraj to Kolhapur inclusive on the Kolhapur Branch and Miraj to Sangli inclusive on the Sangli Branch.

(5) All stations on the Alnawar-Dandeli Branch.

(6) All stations on the Pandharpur-Miraj extension of the Barsi Light Railway from Miraj to Jath-Road inclusive.

G. N., A. & F. D., No. 6765-II, dated 3rd September 1952 (B. G., Pt. IV-A, p. 911). S. 3

Whereas it is necessary to maintain the quality and reputation of the cotton grown in the area in the State of Bombay specified in Schedule I hereto appended (hereinafter referred to as "the protected areas").

Now, therefore, in exercise of the powers conferred by section 3 of the Cotton Transport Act, 1923 (III of 1923), and in supersession of all the previous notifications issued in this behalf, the Government of Bombay is pleased to prohibit—

(1) the import of cotton into the protected areas by rail, road, river, or sea or by any one or more of such routes, save under, and in accordance with, the condition of a licence prescribed in this behalf;

and

(2) the delivery to, and the taking delivery by, any person at any of the railway stations situated in the protected areas and specified in Schedule II hereto appended, of any cotton when such cotton has been consigned from a railway station not situated in the protected areas, unless such person holds the prescribed licence for the import by rail of cotton into the protected areas.

(2) Such license shall be surrendered at the station of delivery to the Station Master or other prescribed officer at the time of taking delivery of the cotton covered by the license who shall forward it to the licensing authority.

(3) A certified copy of such license shall be tendered in Form E hereto annexed with each consignment at the despatching station and shall accompany the railway invoice to the station of delivery and shall then be forwarded by the Railway authority concerned to the railway audit office for return to the Secretary, Indian Central Cotton Committee.

5. *License for particular consignment by road, river or sea.*—(1) A single license to cover only one consignment may be granted to such persons as can satisfy the licensing authority that it is necessary to import cotton or any specified kind of cotton (that is, cotton seed, kapas, ginned cotton or cotton waste) by road, river or sea into the protected area. Such licenses shall be given in Form F annexed and shall be subject to the conditions stated therein :

Provided that in the case of cotton or any specified kind of cotton grown in villages of the Chorasi, Olpad and Mandvi Talukas lying within the Olpad-Ankleshwar area and imported into Surat or Bardoli and Madhi as the case may be it shall not be necessary so to satisfy the licensing authority and the licensing authority shall grant such license without any inquiry.

(2) Such license shall be delivered at the "naka", "bunder" or other place specified by the licensing authority to the officer mentioned in the license who shall forward it to the licensing authority.

6. *Separate licenses to be issued for different kinds of cotton.*—Separate licenses will be issued for different kinds of cotton that is to say for ginned cotton, cotton seed, unginned cotton (kapas and cotton waste).

7. *Penalty.*—Any contravention of these rules or of the conditions of any license, not otherwise punishable under the said Act, shall be punishable on conviction by a Magistrate with fine which may extend to five hundred rupees.

FORM A.

Application for License.

(*See* Rule 1.)

To

The Director of Agriculture (Extension and Rural Development), Bombay State.

Sir,

I / We the undersigned hereby beg to apply for a license under the Cotton Transport Act, 1923 (Act III of 1923), available for the period of to for the importation *by* rail / road / river / sea of

bales / maunds of (state whether ginned cotton, unginned cotton (kapas), cotton seed or cotton waste), into the protected area known as notified in G. N., R. D., No. dated at station for the purpose of

I/We also beg to apply for a certified copy of the license (as required by the said Act).

2. I/We declare that such cotton kapas / cotton seed / waste is required for the purpose of only and will not be otherwise used save under the instructions of the licensing authority.

Reasons why importation is necessary (*a*)

3. I/We undertake :—

(1) in the event of the cotton kapas / cotton seed / waste imported under the said license proving unsuitable for the purpose for which it is imported, to report the matter to the licensing authority and to await his approval to its disposal otherwise before allowing such cotton kapas / cotton seed / waste to leave our premises ;

†(2) that under no circumstances will I/we allow cotton kapas / cotton seed / waste imported under the said license to be used for mixing with, or adulteration of cotton kapas / cotton seed produced in the protected area for re-export nor will I/we allow it to be re-exported under a misdescription ;

(3) to return the said license on expiration to the licensing authority together with such details as he may require as to the cotton kapas / cotton seed / waste imported under it and of its subsequent disposal.

Dated Signed

at

INSTRUCTIONS.

(*a*) The Cotton Transport Act does not impose any general restriction on cotton transport but only on transport into specified areas (notified by the State Governments for protection) from stations outside those areas. Each notification includes a schedule of railway stations in the protected area to which it refers. Licenses are only required by concerns situated within the limits of a protected area.

(*a*) Reasons should be clearly stated as licenses are only issued in cases of proved necessity. In the case of applications for licenses to import by road, river or sea the form should be modified as may be necessary.

† Sub-paragraph (2) should be omitted in the case of cultivators and petty traders who apply for licenses through brokers for the import of cotton into the protected areas of the Southern Division, from His Exalted Highness the Nizam's Dominions, the Madras State or other protected areas in the Southern Division and sell it through brokers to local buyers.

Licenses granted under the Cotton Transport Act are available for the importation of cotton *from* anywhere in India but only *to* the stations specified.

(*b*) Cotton, as defined in the Act, includes ginned cotton, unginned cotton (kapas), cotton seed and cotton waste but separate licenses are required for each. Separate rules are also in force for the importation into protected areas of cotton by road, river or sea.

(*c*) Station masters, at all stations in India, are *empowered* by section 4 of the Act to refuse to book cotton to a notified station in a protected area unless a certified copy of the license is handed in when the cotton is tendered for booking. Each consignment requires a separate certified copy which will accompany the railway invoice to destination.

(*d*) Station masters at notified stations are *required* by section 5 of the Act to refuse delivery of cotton from outside the protected area (which is defined by a list of stations) unless accompanied by a certified copy of the license (or unless the original license is produced).

(*e*) Paragraph 2 in the application form corresponds with condition (*d*) of the license the object being to safeguard the protected areas against the misuse (which might be quite unintentional) of cotton imported under license.

(*f*) The protected areas notified in the State of Bombay are those contained in Government Notification, Revenue Department, No. 535-A, dated 18th August 1923.

FORM B.

Annual General License (for Mills).

(Import by rail, road, river or sea.)

(*See* Rule 3.)

No. OF 19 .

Under the Cotton Transport Act, 1923 (III of 1923), the (Mills) situated in the protected area known as are hereby granted a general license under section 3 of the said Act for the period 1st September 19 to 31st August 19 , to import * from to for the purpose of manufacture, subject to the following conditions :—

(1) In the case of consignments to be despatched by rail, a certified copy of this license shall be tendered with the consignment at the despatching station and it shall accompany the invoice to the railway audit office and shall be forwarded from there to the Secretary, Indian Central Cotton Committee.

(2) In the case of consignments to be despatched by road, river or sea a certified copy of this license shall be surrendered to the officer in charge of the at on the arrival of the consignment, who shall forward it immediately to the Secretary, Indian Central Cotton Committee.

* Here enter ginned cotton, cotton waste, kapas or cotton seed in respect of which license is granted.

(3) Cotton imported under this license shall not be used except for the purpose stated above, save under the instructions, of the licensing authority.

(Signed)
Licensing Authority.

Dated 19 .

This certified copy shall accompany the invoice to the railway audit office or be surrendered to the officer mentioned in the license, and shall then be despatched to the Secretary, Indian Central Cotton Committee

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FORM C.

Certified Copy of the General License (for Mills) to be tendered at despatching stations or places.

(*See* Rule 3.)

LICENSE No. OF 19 .

Copy No.

Under the Cotton Transport Act, 1923 (III of 1923), the (Mills) situated in the protected area known as are hereby granted a general license under section 3 of the said Act for the period September 1st, 19 , to August 31st, 19 , to import * from to for the purpose of manufacture, subject to the following conditions :—

(1) In the case of consignments to be despatched by rail, a certified copy of this license, shall be tendered with the consignment at the despatching station and it shall accompany the invoice to the railway audit office and shall be forwarded from there to the Secretary, Indian Central Cotton Committee.

(2) In the case of consignments to be despatched by road, river or sea, a certified copy of this license shall be surrendered to the officer in charge of the at on arrival of the consignment who shall forward it immediately to the Secretary, Indian Central Cotton Committee.

(3) Cotton imported under this license shall not be used except for the purposes stated above, save under the instructions of the licensing authority.

(Signed)
Licensing Authority.

Name of consignor

Number of bales

Description of cotton.

(Signature of the Consignor)

(Signature of the Station Master or of Officer in charge of the at).

* Here enter ginned cotton, cotton waste, *kapas* or cotton seed in respect of which license is granted.

FORM D.

Single License (for consignment by rail).

(*See* Rule 4.)

Under the Cotton Transport Act, 1923 (Act III of 1923), Messrs. are granted a license to import to station, situated in the protected area known as notified by G. N. $\frac{\text{bales}}{\text{maunds}}$ of * from (station) for the purpose of

This license is only valid for one consignment and shall be surrendered to the undersigned, duly endorsed by the Station Master of the station of delivery on the arrival of the consignment :—

(*a*) A certified copy of this license shall be tendered with the consignment at the despatching station.

(*b*) Cotton imported under this license shall not be used except for the purposes stated above save under the instructions of the licensing authority.

(Signed)

Dated 19 . Licensing Authority.

This certified copy should accompany the invoice to railway audit and should be despatched from there to the Secretary, Indian Central Cotton Committee, Bombay.

FORM E.

Certified copy of single license in Form D.

(*See* Rule 3.)

LICENSE No. OF

Under the Cotton Transport Act, 1923 (Act III of 1923), Messrs. are granted a license to import to (station), situated in the protected area known as notified by G. N.

$\frac{\text{bales}}{\text{maunds}}$ of * from (station) for the purpose of

This license is only valid for one consignment and shall be surrendered to the undersigned, duly endorsed by the Station Master of the station of delivery on the arrival of the consignment :—

(*a*) A certified copy of this license shall be tendered with the consignment at the despatching station.

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* State whether ginned cotton, cotton waste, *kapas* or cotton seed.

(*b*) Cotton imported under this license shall not be used except for the purposes stated above, save under the instructions of the licensing authority.

(Signed)

Licensing Authority.

Name of Consignor
Number of bales
Description of cotton

Signature of the Consignor.

Dated 19 . Signature of the Station Master.

FORM F.

Single License for consignment by road, river or sea.

(*See* Rule 5.)

Under the Cotton Transport Act, 1923, $\frac{\text{Messrs.}}{\text{Mr.}}$ $\frac{\text{are}}{\text{is}}$ granted a license to import to situated in the protected area known as notified by G. N. $\frac{\text{bales}}{\text{maunds}}$ of from for the purpose of

This license is only valid for one consignment and shall be surrendered to the officer in charge of the at on the arrival of the consignment :—

(*a*) Cotton imported under this license shall not be used except for the purposes stated above, save under the instructions of the licensing authority.

(Signed)

Dated 19 . Licensing Authority.